

IN THE CLAIMS:

1.-7. (Cancelled)

8. (New) A control system for an internal combustion engine comprising:

a control unit;

a heating-resistor type mass flow measuring apparatus including a heating resistor configured to detect mass airflow of air sucked into an internal combustion engine, an electronic circuit operatively connected to the heating resistor electrically, to output a signal corresponding to suction mass air flow, using the heating resistor; and

means for maintaining after the internal combustion engine stopped, a heating resistor temperature at least equal to the temperature during operation of the internal combustion engine until the temperature of the internal combustion engine and associated apparatus thereof installed in suction system has decreased below a generation temperature of volatile gas, said maintaining means being a separate unit independent of said heating-resistor type mass flow measuring apparatus.

9. (New) The control system as set forth in claim 8, wherein said maintaining means maintains the heating resistor temperature at a temperature higher than or equal to the heating resistor temperature during operation of said internal combustion engine based on elapsed time after stoppage of the internal

combustion engine, at least equal to the temperature during operation of the internal combustion engine after the internal combustion engine has stopped.

10. (New) The control system as set forth in claim 8, wherein said maintaining means maintains the heating resistor temperature at a temperature higher than or equal to the heating resistor temperature during operation of said internal combustion engine until a coolant temperature or an intake air temperature of said internal combustion engine becomes lower than or equal to a predetermined temperature.

11. (New) The control system as set forth in Claim 9, wherein a period to maintain the heating resistor temperature after stoppage of the internal combustion engine, higher than or equal to the temperature higher than or equal to the heating resistor temperature during operation of said internal combustion engine, is substantially equal to a period while a cooling fan of the internal combustion engine is driven after stoppage of the engine.

12. (New) The control system as set forth in claim 10, wherein a power source is common for said heating resistor and said cooling fan and after stopping engine, while power is supplied to said cooling fan, the temperature of said heating resistor is maintained at the temperature higher than or equal to that while the internal combustion engine is driven.

13. (New) The control system as set forth in claim 8, wherein an air flow rate dependency is provided for a heating temperature of said heating resistor while air flow rate is very low, for maintaining heating temperature high so that temperature of said heating resistor is maintained higher than or equal to the temperature during operation of said internal combustion engine as long as power supply for said heating-resistor type mass flow measuring apparatus is maintained even after stoppage of said internal combustion engine.